

# BRITISH MOTORING

MOSS MOTORS LTD. | VOL 21 | NO 4 | WINTER 2003-2004

## '48 TC Show-Stopper



Restoring for Auction

Early MG Motorsports Action

Upgrading To Alternators

XKE Value Guide

**Blue & Bad!**

Terry Baker's smooth '57 MGA



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# BRITISH MOTORING

MOSS MOTORS LTD.  
VOL 21 | NO 4 | WINTER 2003-2004  
www.britishmotoring.net

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Send contributions to *British Motoring*, 440 Rutherford St., Goleta, CA 93117, USA, editor@mossmotors.com.



## ON THE COVER:

John Barnard and his 1948 MGTC collect trophies wherever they go. For example, he took Best Early MG honors at the VARA/Moss British Extravaganza this past May, where Leonard Emanuelson took the cover photo.

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# Editorial

## How Committed Are We?

Yeah, yeah. We hear it everyday. “Why are you selling stuff for \_\_\_\_\_ (fill in the blank)? You’re abandoning us, you don’t love British anymore.” The truth is that British is still the bulk of our business and without it, we would be a much different company. In fact, we’d probably be just a desk in the basement and a website.

One of the best examples of our commitment to British is a department in our U.S. headquarters

called Technical Services. It’s really British Tech Services. In that department, we have six employees devoted to British technical issues including quality, the tech lines, and product information. How much of a commitment is that? Multiply your own salary by six and remember that number. Now think of any other company supplying British parts. Now imagine them investing that much every year just to keep the parts straight. Now chuckle knowingly. And

that’s just in the U.S.!

Guess what else? New products from our other divisions influence us to push even more resources to British. Our activities in the modern sport-compact market enabled us to build superchargers for British cars. Over the next several months, Moss will introduce new products and technology adapted from our new vehicle divisions. Our goal is to make your car safer, more reliable, and fun to drive. A good example is the MGB

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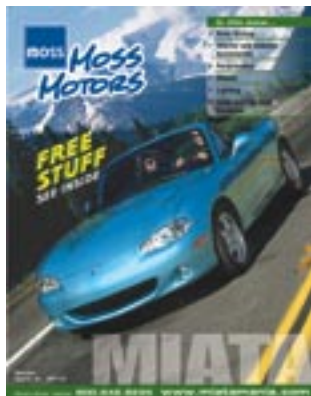


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EFI system introduced in this issue. It's just the beginning.

It's true, we have some younger guys who are more into the late-model stuff, but you can't throw a stone in this place and not hit some kook (myself included) who has owned 15 British cars. (As if on cue, Bill Redman—about 10 currently in his driveway—walks by my office.) And oddly enough, we have even found, and hired, some local students who arrived for their interviews driving, *mirabile dictu*, old British cars! I believe we might even be growing a


new crop.

If Moss was turning into one of those technoid companies with seizure-inducing advertising, in magazines filled with practically naked, surgically enhanced models ... where was I? Oh yeah, most of us would no longer fit in. I mean, most of us would not enjoy it...well, you know what I mean.

Finally, as you all know, when the British bug bites, it bites deep. The special character of Moss is defined by the special character of our core interest—British cars. It's probably

genetic, but there is a reason why most of us showed up at Moss looking for work.

Count on us to remain in the British business in a really big way. Our activity in our newer vehicle divisions does not in any way reduce our enthusiasm for British cars, nor does it reflect reduced attention to the British hobby.

So here's our first edition of *British Motoring* for 2004, bigger and better than ever. 

—Fred Lynch,  
VP Sales & Marketing

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# Reader Letters

## XK120 Trivia

Being a Jaguar enthusiast and owner of several of the breed, I always enjoy articles on them. However, the Spring 2003 issue had a number of errors regarding the genesis of the XK120. Sir William Lyons was a fantastic man in the industry, but he was not above “borrowing” good ideas from other sources. The XK120’s styling came from pre- and post-war Talbot-Lago Grand Sports, not the BMW 328. From the middle thirties to the early fifties, the French exotics (Bugatti, Talbot-Lago, Delahaye, and Delage) were at their zenith and their industry influence was akin to that of Ferrari, Maserati, and Lamborghini in the sixties and seventies. Many companies borrowed styling from them at the time, including the MG Magnette ZA/ZB.



The XK120’s narrow grille was taken directly from the various Talbot-Lagos of late-thirties/early-forties, and the body was inspired by the gouttes d’eau/tear-drop styling of those same years. In fact, Sir William Lyons always said that he built a “poor man’s” Talbot or Delahaye. The BMW 328’s only possibly styling influence was actually courtesy of a late-forties prototype Frazer-Nash (English importer of BMWs) that looks remarkably similar to the XK120.

The most startling thing about the car was its price. Suddenly here was a car that brought everything the French makes had (except exclusivity) for one-third to one-fourth the price. The XK120 was as much a breakthrough in its segment as the Model T was in its day. Sir William Lyons built a “better mousetrap,” another saying he was fond of. He once remarked of the Talbot-Lago

Grand Sport, “That car is so beautiful, it’s obscene!” Fortunately, he didn’t mind a little “obscenity” in his own work—I consider the E-Type one of the most “obscene” cars of all time. Today one can buy an XK120 or XK140 for \$100,000 or less. A similar goutte d’eau Talbot will run you \$1-5 million, providing you can get the owner to part with it. A Jaguar XK120 is still a hell of a bargain!

—Jeff S. Savage, Castroville, CA

*Thanks for the history lesson. Like many Anglophiles, we sometimes wear blinders when considering some of those LeCars from The Continent.*

## Tour De Triumph

Perusing British Motoring made me reminisce about the only British car I’ve owned. This photo was taken on Interstate 80 in June 1969, somewhere west of Laramie, Wyoming. I was cruising east to New York, accompanied by my brother, to visit relatives I hadn’t seen for several years due my other relative, Uncle Sam. This mint-condition ’64 Triumph TR-4 was purchased in Los Angeles in late ’68 and was my daily driver. I didn’t realize at the time what an undertaking driving 5,000 miles with two people in a TR really was. Luggage for two was one bag on the rack and the rest stuffed behind the seats. But at 24 years old, who cared?

We drove 12 hours a day with the TR purring along at a maximum 65 mph. It wasn’t the most comfortable trip, but the weather in the desert was still cool and the Triumph ran flawlessly. Except for a golf-ball sized hailstorm in Amarillo (we were able to get the TR under cover), the trip was a cramped pleasure. We made New York in five days and spent the next couple in traction.

The return trip was very different—now mid-July and the temperatures were climbing rapidly. The Midwest was so hot that it was cooler to drive with the windows and top up because the air was scalding.

We made a fuel stop in Oklahoma City. When I touched the gas door, it literally exploded open from the almost-empty tank pressure. As I pumped the gas into the tank, the liquid started to expand (it was about 110 degrees) so rapidly that it took several minutes to fill the tank. Scary!

The air temperature made the trip home miserable: two sweaty bodies



with no place to cool off. But again, the TR performed flawlessly, running cool through this incredible heat. I had a whole new respect for this little cruiser when we were almost collapsing in 115-degree desert heat and that little four-banger wouldn’t get hot. It took another five days, and several pounds of water weight, to make the return trip to L.A., then a few more days to recover. Looking back, it was a great experience for two brothers and the undaunted little TR-4.

I kept the car until late 1970, then sold it for \$600 to my girlfriend’s sister’s boyfriend. With the TR still running and looking great, he proceeded to tear the front end off the car few weeks later. Sad but true. Thanks for stirring up some fond old Brit-car memories. 🇬🇧

—Jim McGowan, Los Angeles, CA

We welcome all letters. Ones that are concise and entertaining are most apt to appear in the magazine. We reserve the right to edit letters for clarity and style. Please send us your feedback at [British Motoring](mailto:editor@mossmotors.com), 440 Rutherford St., Goleta, CA 93117, [editor@mossmotors.com](mailto:editor@mossmotors.com).

Digital-image requirements: minimum three megapixels (2048x1536 pixels or 5x7 inches @ 300 dpi), TIFF, Photoshop (PSD), JPEG, or EPS formats (no GIFs, please).

# Readers' Cars

## "Phantom Racer"

This 1980 MGB is Paul Seeberg's summertime daily driver in the Boston area, and he also autocrosses it in SCCA Solo II. "The car is somewhat outclassed against the modern cars, but I still do well considering," Paul says. The MG was an anniversary gift from Paul's wife, who'd previously owned '78 and '80 Bs. (This one is painted Inca Yellow, a '78-'79 color). "When we drove the car home, it couldn't get out of its own way," Paul recounts. "Now it can cruise on the highway as well as the racetrack with ease. I am getting used



to being able to 'read' the car and can tell when it needs service. This is what motoring should be. I'm always surprised at the number of people who stop and chat about MGs that they've owned (or wanted to own)." Modifications such as Moss 2-inch front lowering springs were done by Bob Nicholson of Brittanic Motors in Avon, Massachusetts. See the car's chronology on Paul's website at [www.seeberg.com](http://www.seeberg.com).

## The Gold Standard

The feature on "No. 106" in the Fall '03 issue inspired many Healey enthusiasts. Bob Denton of Bloomfield Hills, Michigan, was one who took time to send an image and info on his A-H. This gem is a '58 BN6 (100-6, two-seater) with 10,350



original miles. It's earned Healey Club Concours Gold. "As far as I know, this is the only BN6 to earn Gold in North America," Bob says. "It is flawless."

## A Key-Wester

Jack Reese and John Crum bought this 1979 MGB Roadster as a "fashionable get-around" car to go with their new home in Naples, Florida. With only




37,000 original miles, the car came complete with wire wheels, custom "Ultra Black" paint with chrome accents, and a white roadster top and tonneau. It also included a faulty oil-pan drain plug: On the 150-mile maiden voyage home from Cocoa Beach, the car de-oiled in the middle of the Everglades. Jack bought a "box of bolts," tools, and oil at a nearby auto-part store, and luckily one of the bolts actually fit. Having owned several roadsters (Saab Viggen, 450SL, Audi Cabrio, and BMWs) and even an old Mercedes 4.5 limo, Jack and John love the MGB's simplicity and looks. Jack even has his eyes out for an MGB-GT. "I love the bodylines of the 2+2," he says. "We just have to get a bigger garage!"

## MA MG

Greg Murphy of Monterey, Massachusetts, recently restored a '71 MGB at his shop, Custom Classics in Sheffield. He writes, "I wanted to



thank Moss for the assistance during this job. All of my orders were sent correctly and promptly, and everyone I spoke with was knowledgeable and friendly. I used a lot of the advice from the salespeople in the rebuilding of this car. I look forward to doing business with you in the future. Thank you all." Thank you, Greg, for the kind words and photo. Flattery is a proven-effective way to get cars in the magazine. 

Please submit photos and brief information about your British sports car (how you acquired it, what you've done to it, what you plan to do to it, and the most enjoyable thing you've ever done with the car). Either email an image (minimum 4x6 inches at 300 dpi) and info to [editor@mossmotors.com](mailto:editor@mossmotors.com) or send non-returnable photos and a letter to "Readers' Cars," *British Motoring*, P.O. Box 847, Goleta, CA 93117 USA.

## 20 Year Ago In Moss Motoring

The Winter '83 issue was actually dated 1984. (We were relatively new to the publishing biz back then.) Regardless, it contained riveting news for British sportscar enthusiasts.

First and foremost was the launch of a 104-page 1962-80 MGB catalog, the biggest yet produced by Moss Motors. This catalog introduced technical information such as what original equipment was on certain years and which parts interchange from model to model. These and many other features that have since become Moss catalog mainstays were incorporated here for the very first time.

For many, this issue's highlight was the "Ladies of Moss Motors" feature. Several of the female Moss employees owned British sportscars: Former customer service manager Donna Cooper had both an MGB and a TF, and Lisa Volmar (still with Moss to this day) owned a 1964 TR-4. The staff also had a couple of former beauty queens. One was a Miss

Teenage California runner-up, and Santa Barbara Airport Races Queen Janet Kluss even kissed Phil Hill as part of her event duties!

Back to business, Moss Motors had just purchased Start Your Engines. This acquisition enabled Moss to offer skilled rebuilding services in addition to a third retail location in Beltsville, Maryland, to add to the existing stores/warehouses in Goleta, California, and Rockaway, New Jersey.

Cars for sale in this issue included an MG Y-Type sedan restored by Al Moss himself and the cover car from the 1983 Moss MGA catalog, offered for \$8,500. Additionally, a couple of MGA coupes, a '59 and a '60, were priced at \$3,500— for the pair!

Other articles included the history of the SU carburetor and how to install TR2-3B hood fasteners. All in all, the Winter '83 issue was packed full of interesting information for Moss's growing customer base. Was it really 20 years ago?



All the news that fits: Our Winter '83 issue had a hard-hitting look at the "Ladies of Moss Motors" and what they drive.

## New Product Previews: MGA Supercharger and MGB Chrome Bumper Conversion



Moss's MGA kit will share some similarities with the recently released MGB supercharger.

Moss Motors 1968-80 MGB supercharger kit has been such a smashing success that MGA owners are clamoring for a similar system. Their wishes are our commands: MGA supercharger development is progressing fabulously, and we hope to have the finalized systems on the shelf and ready to ship in the coming months. We'll keep customers abreast of the release date

through our Moss Motors email updates and also via *British Motoring*.

This will be the third major Moss supercharger system for MGs. The TC-TD kit was released a couple years ago, and MGB customers are still honeymooning with that recently unveiled system. These superchargers use Eaton forced-induction units, similar to the ones installed on many modern factory-supercharged cars. More efficient than period superchargers, Moss kits utilize a bypass valve that allows the blower to "free-wheel" under normal conditions and force in air only when needed. These superchargers supply about 6 psi of boost and raise engine horsepower 30%-50% depending on engine condition.

For more information about Moss MG Supercharger Kits, visit the "Frequently Asked Questions" section of our website at [www.mossmotors.com](http://www.mossmotors.com). Instructions for the existing kits can also be downloaded from the website.



The upcoming Moss conversion kit will include all the hardware necessary to convert rubber bumpers to chrome.

Moss Motors has been working feverishly on a kit to retrofit chrome bumpers onto 1974.5-80 MGBs. The kit's brackets will mate the earlier chrome bumpers to these later cars. Because the rubber bumpers are recessed under the sheetmetal, Moss has had to create metal fill sections so that the end result will have a factory look. The design priority is to minimize the amount of metalwork necessary to complete the conversion—some welding, cutting and painting will be required. The kit should be available next spring. We'll show how it works in a future issue of *British Motoring*.



## Obituaries: Peter Morgan, Syd Beer (1919-2003)



Peter Morgan leaving the factory in 1998.  
(Photo by Art Hart)

Two of the British motoring world's prominent personalities passed away last October. Peter Morgan and MG aficionado Syd Beer, both born in 1919, leave legacies of sportscar enthusiasm and passion.

Peter Morgan, known affectionately as "PM," was involved in every aspect of the origin and development of the legendary Morgan marque from 1950 onward. He worked side by side with his father, company founder H.F.S. Morgan, and took over the reins in 1959. Morgan ran the company with legendary kindness and charm until he turned over

operational responsibility to his son Charles in 1999. He visited the factory on a daily basis until just a few days before his death. A perfect English gentleman, Peter Morgan was full of unbridled enthusiasm for life and for the cars his family builds. He will be sadly missed by thousands of motoring enthusiasts whose lives have been enhanced by Morgan sportscars.

The MG fraternity lost a stalwart with Syd Beer's passing. A long-time member of the MG Car Club, Syd was instrumental in the campaign to save MG prior to the factory's closing.

A many-faceted individual, he raced and rallied a wide variety of MGs in addition to operating a British-Leyland dealership in the little village of Houghton. Many of Syd's customers were American servicemen from the nearby air base at Alconbury who ultimately brought their MGs back to the States. He was also well regarded at the MG factory for his technical knowledge and expertise.

In 1948, Syd took an MG Y-Type straight off the production line and drove

it to China with a couple of colleagues to demonstrate the durability and reliability of Abingdon products. On the competitive side, Syd was well known for competing in K3s at Silverstone and many other English circuits. In fact, he raced a K3 on the famous Nurburgring in Germany.

Perhaps the most remarkable aspect of this man was his collection of rare and unique MGs—over 50 in all, ranging from a 1931 18/80 Tigress through one of every model until the last of the line. The cars were never available for public viewing, but it was Syd's ambition to open an MG "working museum" and display the cars and the techniques used to build them. He also had a rare collection of MG factory artifacts.

Even though he avoided the limelight, Syd and John Thornley organized a petition to "Save the MG Factory" in 1981 by writing personally to U.S. dealers. They even persuaded the U.S.A.F. to fly the letters over to be mailed in the States!

Much more could be said about this remarkable man; maybe one day someone will tell the whole Syd Beer story.

### British Motoring Website Launched



British Motoring is now available electronically at [www.britishmotoring.net](http://www.britishmotoring.net).

British Motoring is now available online. The 2003 issues have been archived, and the Fall and Winter '03 editions include interactive links to the Moss Motors website for additional information on specific parts mentioned in the magazine.

British sportscar fans who aren't already on the Moss Motors mailing list can subscribe to *British Motoring* through the website. Please pay a visit to [www.britishmotoring.net](http://www.britishmotoring.net) and let us know what you think about the new site.

### MG Sets Land Speed Record?

A non-U.S. market MG ZT-T V8 station wagon reached a top speed of 225.609 mph in August on the salt at the 55th annual Bonneville Speed Week. MG Rover Group has applied to have the car declared World's Fastest Estate Car/Station Wagon by Guinness World Records.

The car was built in California by the legendary So-Cal Speed Shop. It was prepped with a full rollcage and custom subframe. Roush Racing built the fuel-injected 6.0L Ford V-8 with a K&N air filter and other high-performance parts to produce 765 HP. Goodyear Eagle land speed tires put the power to the salt.

"This is not just about setting world records, this is about testing MG's vehicles to their limits," said MG Rover Design Director Peter Stevens. So-Cal Speed Shop President Pete Chapouris added, "Having the ratification for a world record would be the icing on the cake. However, regardless of that record, we are totally



Fastest station wagon in the world?  
MG ZT-T V8 tops 225 mph.

ecstatic with the performance of the MG ZT-T, which exceeded our goal of a 200-mph estate by a comfortable margin." Bonneville veteran Pat Kinne piloted the car.

MG's land-speed roots date back to the early 1930s. The marque made its Bonneville debut in 1951 when Lt. Col. "Goldie" Gardner ran a streamliner powered by a crank-driven, supercharged, production MG-TD 1250cc 4-cylinder engine. His fastest run was slightly over 145 mph. Famous names such as Stirling Moss and Phil Hill have set records driving for MG in the harsh and challenging environment of the Utah salt desert. 

# New Products



## Billet Fuel Filters

This reusable filter assembly is made of polished billet aluminum to brighten your engine compartment. It's a clean way to improve fuel-system performance, and the filter's chromed hose barbs can be removed and replaced with AN-6 fittings for fitment flexibility among many British sportscars.

377-305 \$34.95



## Picnic Set

Tailgate the classic British way with this picnic set. A traditional English wicker baskets is made from hand-woven willow and is backed by a 5-year warranty. Contents include ceramic plates, matching mugs, toughened glasses, Thermos flasks, cutlery, a waiter's friend, and coordinated cotton napkins. High-quality ceramic, porcelain, crystal, leather and workmanship set this set apart. Choose from 2- and 4-person arrangements in either Indian Summer or Olive patterns.

<b>2-Person Indian Summer</b>	<b>231-750</b>	<b>\$229.95</b>
<b>4-Person Indian Summer</b>	<b>231-755</b>	<b>\$319.95</b>
<b>2-Person Olive</b>	<b>231-780</b>	<b>\$174.95</b>
<b>4-Person Olive</b>	<b>213-785</b>	<b>\$234.95</b>



## MG Alternator Conversion Bracket

Convert your MGA or early MGB from its OE generator to a more powerful and reliable alternator using this bracket. It came stock on late 1275cc Midgets and eliminates the traditional method of using an extra long bolt and spacers to complete the swap.

130-115 \$14.95



## Lead Substitute + Octane Boost

If your engine was designed to run on leaded gas, you need this additive to protect its valves' seats. The formulation also includes a powerful octane booster that will raise the rating by as much as 5 points depending on the type of gasoline. For all non-catalytic cars.

220-365 \$3.00



## Letterman Jackets

These varsity-style jackets are must-haves for TR and MG fans. Each features a black wool body, quilted lining, brown leather sleeves, and brown leather collar treatment, inside pocket, and ribbed bottom. Hardware includes zipper closure with snaps at the waist, neck and cuffs. Cut full-size, TR and MG logos are embroidered in the collegiate style.

<b>013-435</b>	<b>TR Medium</b>	<b>\$149.95</b>
<b>013-436</b>	<b>TR Large</b>	<b>\$149.95</b>
<b>013-437</b>	<b>TR X-Large</b>	<b>\$149.95</b>
<b>013-440</b>	<b>MG Medium</b>	<b>\$149.95</b>
<b>013-441</b>	<b>MG Large</b>	<b>\$149.95</b>
<b>013-442</b>	<b>MG X-Large</b>	<b>\$149.95</b>



## MG Overdrive Gearboxes

Replace your tired 5-speed gearbox or upgrade a factory 4-speed to one of these units. Benefits include a quieter ride and better fuel mileage. A separate wiring loom (356-436) assists with speedometer recalibration for 4-speed swaps. These rebuilt transmissions are sold outright with no core required.

041-413 1975-80 \$1,995

041-417 1968-74 \$1,995



## MGB Rear Bumper Bars

Moss Motors now has its own tooling for manufacturing rear MGB bumper bars. Compared to an OE bumper (at top in photo), the Moss replacement bar replicates the factory contours better than previous reproductions. Vertical overrides are available separately, as are spring brackets, hardware, and all others components necessary for a complete bumper replacement/restoration. Applications are available for 1962-69 roadsters and 1971-74 roadsters and GTs. 

453-100 \$124.95

## Gasket Indexing

**Q** I just received a pair of TR4 metal/composition manifold gaskets. Which side should be mounted toward the head? The metal side? Further, shouldn't there be a front and rear? If the metal side goes toward the head, then one will be "wrong," yes? —Glen McAndrews

**A** When asbestos gasket material was removed from the market because of health concerns, the standard replacement material now has metallic reinforcement on one side, rather than sandwiched in the middle. The re-inforcement material is just that and doesn't have anything to do with sealing. Therefore, it can be on either side of the mounting surfaces. When compressed, the gasket material will seal on either surface.



Line up the gasket holes and torque away. Or, go high-po and step up to a solid copper head gasket, which can be modified for overbored engines.

When this material is used on a non-handed gasket, I usually suggest that the soft part be put toward the surface that's easier to scrape, as it tends to adhere to the mounting surface. In the case of the TR gasket, the gaskets would face in opposite directions. This doesn't affect their ability to seal, so there is no "wrong" way to mount them.

## Wire Wheel Spoke Sealing

**Q** I recently received a set of chrome wire wheels that had a silicone type of material sealing the spokes. Does this mean that tubeless tires can be used on these wheels? —Cyril Leadbetter

**A** Many of the original Dunlop wire wheels are now being supplied with sealed spokes. This is to prevent water from entering and creating corrosion between the tube and wheel rim. However, this doesn't mean that the wheel is safe to use without tubes. Rims designed for use without tubes have a safety bump that helps to locate the tire bead under low-inflation conditions. To be safe, tubes should be used with wheels without the safety bump.

## Minilite Hub Centricity

**Q** I purchased a set of Minilite-style alloy sport wheels for my 1976 MGB. The wheels don't fit over either the front or rear center hubs. What's with this? —Magnus Chalmers

**A** Unfortunately, by the mid-seventies the front and rear hub castings were getting pretty sloppy. The Rostyle wheels supplied on the cars had no critical inner dimensions, and the "tolerance drift" in the castings hadn't been a problem. In 1977, the factory introduced an alloy wheel for

the first time. The oversized and sometimes offset castings required an additional machining operation to bring the castings back to the original diameter to allow the new wheels to fit. This is the same problem faced by some owners of mid-seventies' cars who want to fit alloy sport wheels. The best way to correct this problem is to remove the hubs and have them machined for the correct clearance. During this operation, you'll be amazed at how far off-center some of these castings are. If the interference isn't too great, a quicker fix is to relieve the inside diameter of the alloy wheel hub by grinding it to clear the offending hub. All of the alloy wheel hubs should be modified to lessen the chances of a mismounted wheel coming loose in the future.

## Jag Tappet Replacement

**Q** I'm having the head on my 6-cylinder Jaguar rebuilt by a shop that doesn't appear to have much experience with Jaguar engines. They're telling me that the valve and tappet guides are wearing and need to be replaced. Does this seem correct? —Pat Johnson

**A** Get the head checked by a shop that's familiar with Jaguar engines. Tappet guides need replacing only if they're badly scored or have been moving and have damaged the head. If the shop complains that the supplied guides won't fit, it's a sure indicator that they aren't familiar with the factory replacement method, which involves machining the outside diameter of the guide, installing it into an oven-heated head, then machining the internal diameter to match the tappet.

## British Brakeline Flaring

**Q** The new steel brakelines I purchased don't have the same type of flare ends as the original ones. Did I get the wrong lines? —Ted DeSmet

**A** Original British brakelines have a bubble-type flare, which is designed to seal into a concave seat. Most UK-supplied pipes now utilize a new flare that works equally well for convex or concave seats. This multi-seat design is rated to sustain twice the burst strength without leakage. Although similar in looks, this is absolutely not the same Inverted Flare style commonly used for U.S. vehicle applications. Inverted Flare pipes can thread into British fittings and will often seal, but under pressure they can fail disastrously. 🇬🇧

Please email technical questions to [tech@mossmotors.com](mailto:tech@mossmotors.com). Include all pertinent information about your vehicle, and please keep the question as brief as possible. Questions may be edited for length and style, and we'll publish as many as possible each issue.

# A TC Love Affair



**A former MG dealership “lot boy”  
and his award-winning ‘48**

**By Ken Smith**

Photos by Leonard Emanuelson  
& Tom Morr

One of the many fine attention-attracting vehicles at the VARA/Moss British Extravaganza last May was John Barnard’s beautiful two-tone MGTC. A resident of Alpine, California (in the greater San Diego area), John has owned several MGs over the years—including MGAs, MGBs, MGB-GTs, and his current project, a Devin that’s powered by an A-platform MGB motor with cross-flow heads. John elaborated on his MG experience in general and his MGTC in particular:

“It all began in the mid-fifties when my dad started taking me to the local sportscar races out on Put-N-Bay Island in the area of Sandusky, Ohio. Several of his close friends had sportscars (Jags, Healeys, MGs, etc.), and the town closed the local streets for three or four days, using them as a road course for racing.

“When I turned 16, my first ‘real job’ was as a lot boy at the local MG



dealership. That's when I was able to get my first MG, a 1952 MGTD with a blown engine that someone had traded in. The guys in the shop pretty much rebuilt it for me, and the car became a total ground-up rebuild. By that time I was working in the parts department after school and on Saturdays.

"However, all my life I wanted a TC. Finally TC #5800 came along locally here in San Diego in the spring of 1999. It was what I would term a 'box car'—lots of boxes and bits and pieces, pretty much disassembled but in good shape. The TC has been a love affair and turned out to be a two-and-a-half-year project that went all the way down to the frame.

"Mike Sherrell's book *TCs Forever* [Moss Part No. 211-325] was a great help in the restoration process. The frame was powdercoated and the entire component parts have either been rebuilt or replaced. I have done most of the work myself except for the paint, which is two-tone green. The top and tonneau cover are an unusual dark green that's not available from



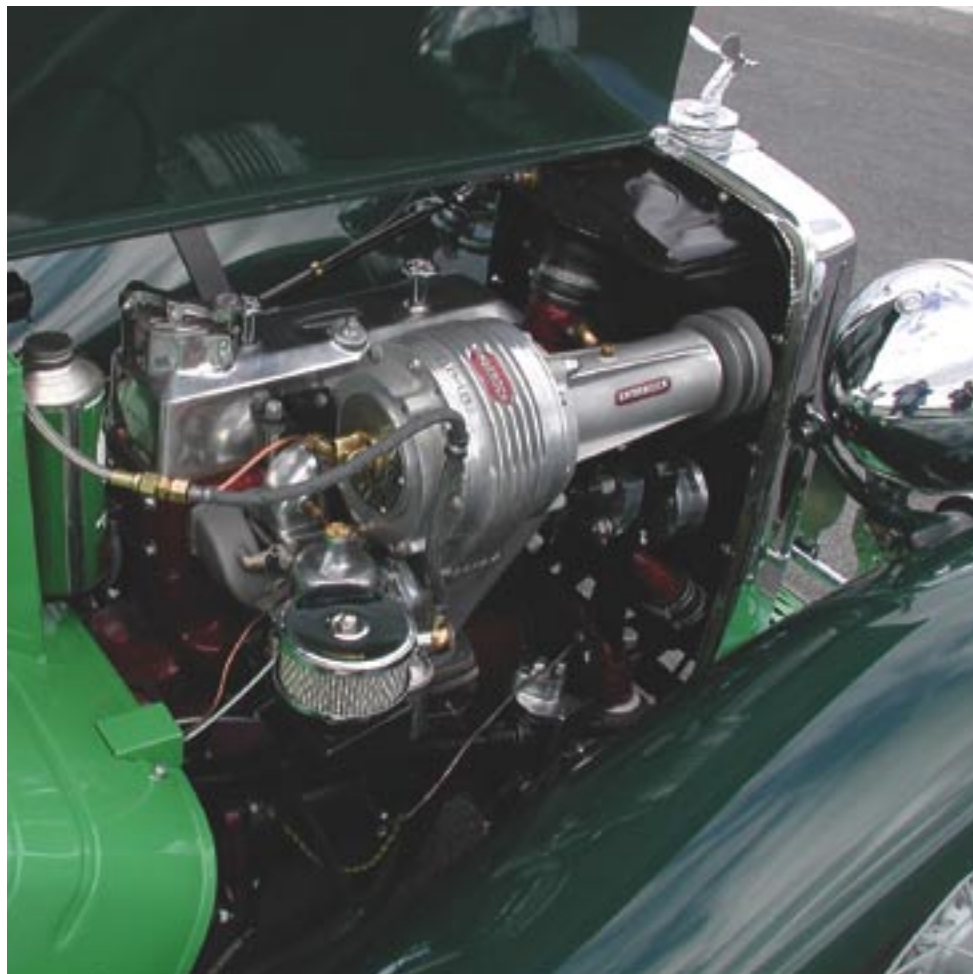
#### 1945-49 MGTC Values

Fair: .....	\$11,000
Good: .....	\$18,000
Excellent: .....	\$25,000
Show: .....	\$28,000

Source: *The Gold Book*,  
www.manheimgold.com


#### MGTC Production

1945: .....	81
1946: .....	1,675
1947: .....	23,456
1948: .....	3,085
1949: .....	2,813






most suppliers. However, on one of my visits to the great autojumble in Beaulieu, England, I came across some green stayfast material. I carried this home and then had the top and tonneau made in Canada.

“Soon after I finished the TC and started to drive it to shows, I came across a Shorrock supercharger. So, I took the car apart once more and installed the blower. It makes such a great improvement in the power range. At the same time, I put Alfin brake drums on the car. Now I’m really enjoying my TC and I drive it even more, gaining eight first places at the various shows.” 

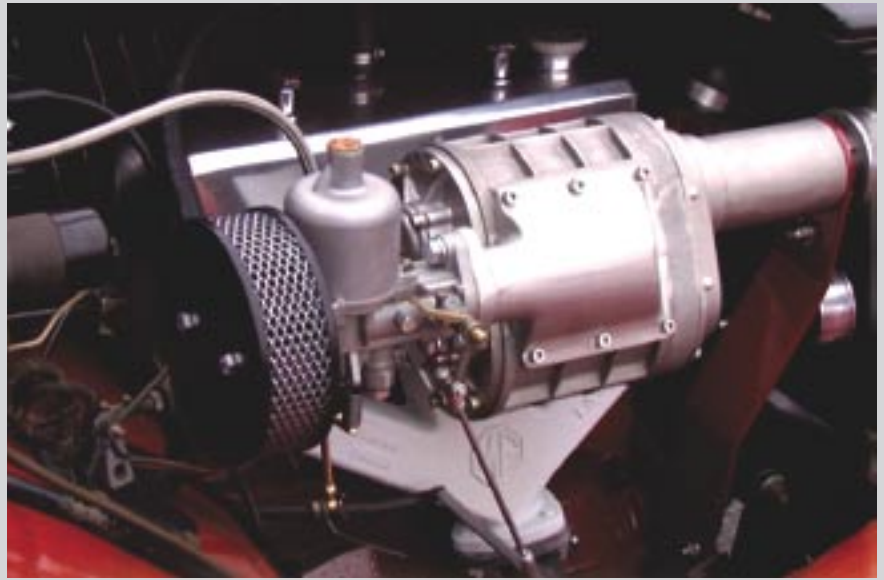


# Supercharging The TC

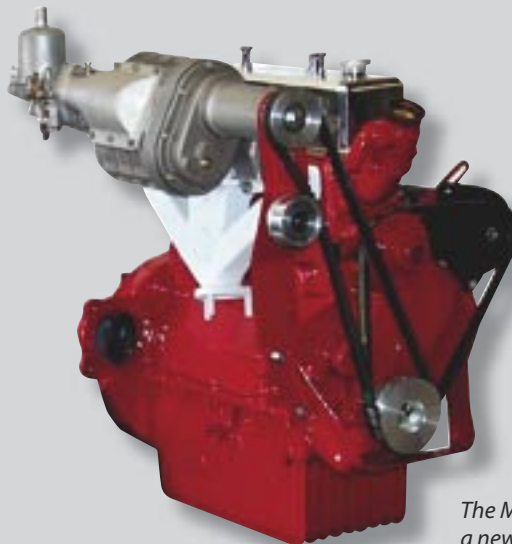
It doesn't take TC owners long to figure out that they want and need more power: The sporty driving nature of the elegant TC can't be fully realized with only 36 horsepower at the rear wheels. Almost immediately after the vehicle was introduced, aftermarket supercharger kits—such as the Shorrock model on John Barnard's TC—became available. Another popular supercharger setup was the Marshall-Nordec. While both nearly doubled horsepower output at the rear wheels (from 35hp to 60hp), they were very different in design. The Shorrock is an eccentric vane-type supercharger and the Marshall-Nordec uses counter-rotating rotors. The Marshall proved to be a better design because the Shorrock generates considerable internal friction. Under heavy use, Shorrocks can heat up and sometimes even seize. By comparison, the Marshall's counter-rotating rotors actually "float" (never touch) in the supercharger case for cooler running and lower inlet temperatures. Either of these vintage supercharger systems is a highly desirable addition to any TC restoration, though they're hard to find and usually need to be rebuilt to make them serviceable.

A few years ago, Moss realized that the demand for vintage TC and TD superchargers far outstripped the supply. Its solution is an all-new supercharger system that emulates the vintage look of the Marshall-Nordec but employs modern dual-rotor technology. It supplies 6-8 psi of boost and a reliable 60hp at the rear wheels (assuming that the engine is in good condition). The torque increase is so significant that many MGTC owners also change axle-gear ratios for effortless cruising at freeway speeds. The Moss supercharger system (Part # 150-008) is available for 1945-49 MGTCs and 1950-53 MGTDs. 

—Leonard Emanuelson



*Moss Motors designed its T-Series supercharger case to look like a period Marshall unit. However, inside the housing is a modern-tech Eaton dual-rotor system.*



*The Moss T-Series supercharger kit includes a new carburetor.*

# Early American MG Motorsports

By Gary Horstkorta  
Photos Courtesy Of Robert Frank

## T-Series cars tore up tracks, paved the way for sales

A few years after the end of WWII, English sportscars—and the MG in particular—began to make their ways into driveways across America. Many American veterans had come to know the small, agile, and fast MGs during their tours of duty in Europe. When MG production resumed after the war, the United States soon became the automaker's largest market. With a 1292cc engine developing 54 horsepower at 5,400 rpm and distinctive 19-inch wire wheels, the MG-TC didn't sound like much, but the little car's performance was essentially equal to that of concurrent low-priced American autos. The TC's road-holding, cornering, and general handling qualities were an absolute revelation to the bulk of its owners. These performance attributes were primarily responsible for a new group of enthusiasts who suddenly discovered that motoring could be a "sport."

At first, a trickle of these cars began to appear in the U.S. Then the little sportscars really began to sell on the East and West Coasts. In Northern California, the MG was distributed by Kjell Qvale through his British Motor Car Company, which he established in 1948 in San Francisco. That first year, he sold 75 cars. Then things really begin to take off with 600 in 1949 and an incredible 1,500 in 1950. By 1951, Qvale had 24 privately owned dealerships in the West.

Sportscar sales were definitely on an upward trend, and the desire for more "exciting motoring activities"



Assorted MGs negotiate a turn at the 1952 Palm Springs Road Races.



An MG-TD leads the field away from the start of the under-1500cc race at the 1951 Palm Springs Road Races, put on by the California Sports Car Club.

was becoming widespread. A few early sportscar races were attempted as early as 1947. That year, 35 mostly stock MG-TCs raced around the oiled dirt track in San Jose normally used by midget race cars. In Southern California, similar events were held at the Carrell Speedway dirt oval in Gardena, where a young fellow named Phil Hill was doing pretty well in his TC. However, even these types of events didn't satisfy many of the more adventuresome sportscar owners.

Fortunately, Qvale recognized the need for more exciting and challenging driving experiences for MG owners. To satisfy this need and to help promote his growing import-car business, Qvale engaged in a variety of activities, including helping to organize the San Francisco Region of the SCCA and the Northern California MG Car Club in the late 1940s. Taking a cue from their Eastern



Modified MG-TDs negotiate hillclimbs at a Southern California event circa 1952.



Ken Miles in his R-1 winning the Pebble Beach Cup for modified cars under 1500cc at the Pebble Beach Road Races in 1952.



brethren who had already staged the big race at Watkins Glen in October '48 and Bridgehampton in June '49, the Northern California MG Club organized a day of special events for their members that November. *The Contra Costa Gazette* ran a pre-race article about the event, mentioning a gymkhana along with "speed trials" for "businessman who participate for the pure enjoyment of driving."

Despite the lack of advertising, 3,000 spectators showed up at Buchanan Field in Concord, California, to watch the events unfold. The program included acceleration tests, a novelty race involving driving backward, scratch races, and a six-lap feature race. A three-mile course featuring "twists, curves, and hairpin turns designed to test the driving skill of the drivers rather than the power of the car" was laid out using the airport runways. The day's big winner was Qvale's brother, Bjarne. Driving an MG-TC, he won both the novelty race and the feature race, which had 20 entries. By all accounts, this race was well received by spectators and competitors alike, and the future looked bright for more competition events.

In 1950, three races were on the West Coast calendar: Palm Springs, Buchanan, and Santa Ana Airport. The MG played an important role in filling the grids of these early races. In some cases, over 50% of the cars entered were MGs. For example, at the Pebble Beach Road Races that November, 19 of the 36 entries were MG-TCs and TDs—including one supercharged car and one with a Ford V-8 capable of 120 mph! This trend continued at the 1951 Pebble Beach event, with 24 of the 48 entries being MGs, including another V-8-equipped model driven by a young Richie Ginther. An increase to 85 entries—which included 45 MGs—came in 1952. 1953 was a transition year as more foreign marques began to show up, but it also saw the entry of a modified MG driven by Ken Miles, the R-1 (and later the "Flying Shingle"), which won the Pebble Beach Cup for under 1500cc cars. This was to become a very successful car/driver combination that regularly finished



One of the most successful early specials was Ken Miles' first MG, shown here at the under-1500cc Pebble Beach Road Races in 1952. (Photo courtesy of Joel Finn)



This 1952 Southern California MG Car Club rally began at a favorite spot, the drive-in.



MGs lead the start of the SCCA Regional Race for under-1500cc cars at Thompson Speedway (Connecticut) on Memorial Day, 1953.



Kas Kastner's first MG-based special is on the right, waiting for the start of the 1955 road race at Steamboat Springs, Colorado. (Photo courtesy of Kas Kastner)



Sponsored by the Sports Car Club of British Columbia, here's the starting grid for the 1952 under-1500cc stock race at the Bellingham, Washington, Airport.

ahead of bigger-engined cars.

While the MG continued to do well in subsequent races, success was usually the result of heavy modifications, re-bodying, or engine swaps. The MG was becoming less competitive due to the influx of bigger, faster American Specials and an increasing presence of purpose-built, foreign race cars such as Jaguars, Porsches, and Ferraris.

In those early years of racing, the




The "Kassaratti" was a 1951 MG-based special built by Kas Kastner. (Photo courtesy of Kas Kastner)



This 1950 MG magazine ad listed only five American distributors for the car.



An MG-TD awaiting the start of a Southern California club rally in 1952.

MG T-Series came a long way from initial introduction to an automotive sales success. Indeed, from 1945 until the last car rolled off the production line in 1954, 49,266 T-Series MGs were produced. The MG's place in early sportscar racing was secure. It played a major role in the development of the sport in the United States and laid the foundation for the first British sportscar to sell more than 100,000 units, the MGA. 

# MGA & Early MGB Alternator Conversions

By Jim Morton,  
Morton Restorations

Reliability and power output are two good reasons to convert an MGA or early MGB generator to a later-model alternator. Getting rid of the generator's relay-type regulator infinitely improves reliability, and an alternator also weighs less while producing more amperage at lower engine speeds. The two most likely upgrades for the 22-amp MGA generator are the internally regulated Lucas 16ACR 34-amp unit or a Lucas 18ACR 43-amp alternator, both found in later-model MGBs and TR6s. The alternator upgrade is only about \$25 more than the cost of replacing the original generator and regulator. The swap shown here is on an MGA, which has a Lucas 106/2 regulator. Early MGBs with RB340 regulators should theoretically convert similarly. This article assumes competency in basic wiring and soldering and the ability to verify/create good grounding.

## Parts List

- Moss MGB alternator assembly (PN 130-100)
- Moss alternator fan (PN 130-400)
- Moss alternator pulley (PN 130-380)
- 5/16" threaded rod x 7.5" long, stop nuts, plain nut or a new Moss bracket (PN 130-115)
- 5/16" or 3/8" ID square steel tubing x 6"
- Fan belt: 25/64" x 36.25-36.625" (9.5-10mm x 920-930mm); Napa 25-7355 or 25-7360
- 35amp circuit breaker (Napa CB 6348) or 35A fuse and fuse holder

## Installation Notes

- Disconnect both battery cables.
- Put a plastic stop nut on one end of the threaded rod, then start a plain nut after it.




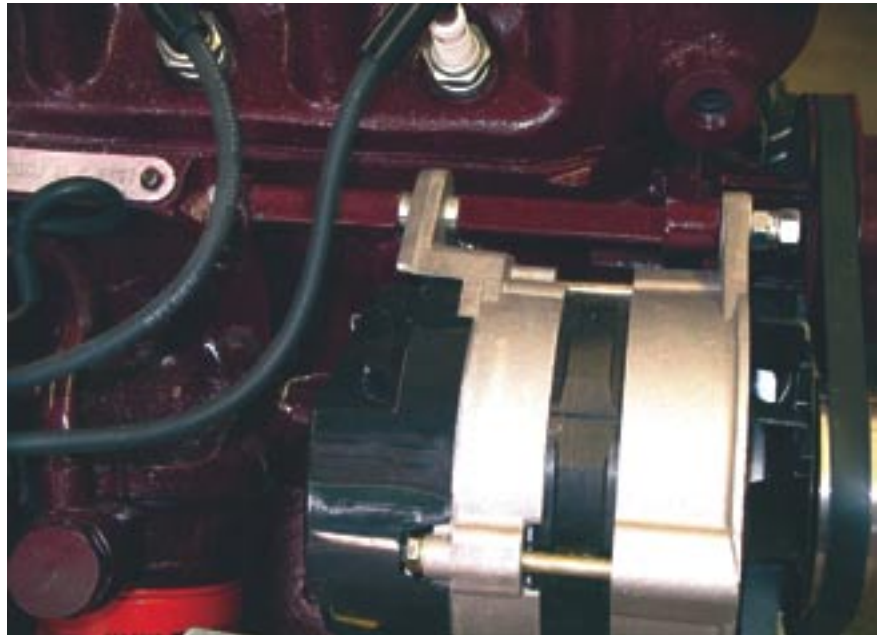
- Thread the rod from the front of the engine through the alternator eye, the eye on the arm of the water pump, through a 2.5625" piece of square steel tubing, and the sliding bushing at the rear of the alternator.
- Cut about a 2" piece of tubing to tightly fill the gap between the rear of the bushing and the rear generator

mounting bracket. Paint MG Maroon (Moss P/N 220-540) if desired.

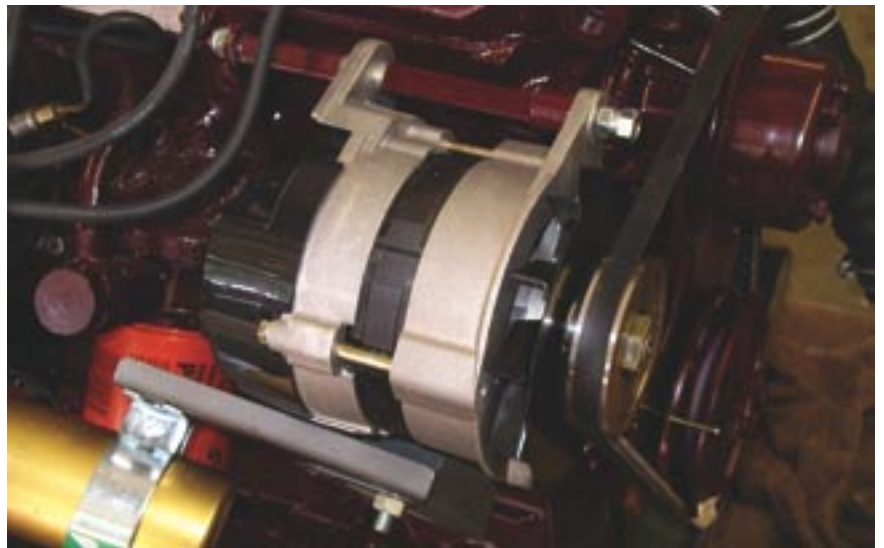
- Loosen the bolts that hold the rear bracket to the block and push the threaded rod through the tubing and bracket.
- Put a stop nut on the rear of the threaded rod.
- Thread a 5/16" coarse-thread bolt and

lock washer through the adjustment-arm slot and into the alternator eye.

- Install the new fan belt.
- Connect the wiring harness's 1/4" female spade connector to the alternator's small terminal and the 3/8" spade connector to either of the larger terminals.
- Upgrade the #12 yellow output wire (20-amp) with a second #12 wire and a 30-35amp circuit breaker between the D alternator terminal and A1-A wire. A breaker with an on/off handle allows you to "theft-proof" the car.
- Remove the regulator and its cover.
- Cut the three heavy wires to the vertical posts on the left side and connect to terminals A1 and A.
- Cut the two small wires from terminal E on the lower right end.
- Cut the tall post at the top left corner (connected to terminal F), remove the dual-relay assembly.
- Cut the wiring straps between terminals F and D and other wiring straps to easily remove the remaining posts.
- Use resin-core solder to connect terminals A1, A, and D with #10 wire or two parallel runs of #12 wire (or add circuit breaker as described above).
- Install the modified regulator using machine bolts.
- Connect NU (brown/copper) from ignition to A1, 2N (brown) from starter relay to A, YG (yellow/green) from alternator's small post to F, large Y (yellow from either alternator's large post) to D, small Y (dash light) to D (originally went to F), and 2B (black) ground to E.
- For MGB conversion, follow above except for jumper terminals B and D on the RB340 regulator (or add circuit breaker) and move NY wire from WL to F terminal.
- The system is now negative-earth/ground. Check that the ignition coil and fuel pump are connected with "+" terminal hot and "-" to ground. Some original fuel pumps aren't polarity-sensitive, but their modern replacements might be. Also verify polarity of the radio and make sure that the "-" battery cable is now grounded to the body. On 1965-67 MGBs, the electronic tach must also be converted. 



*Threaded rod and square tubing or a new Moss bracket (PN 130-115) can be used to mount the alternator to the engine and generator bracket. It's painted MG Maroon for a factory look.*



*Use the proper-length belt and tighten till it has about 1/2" of deflection. Overtightening the adjusting bolt can strip the threads in the alternator's aluminum housing.*



*Close-up of the OE generator in relation to the distributor arm.*

# Restoring For Auction

By Rick Feibusch  
Photography by Rick Feibusch &  
courtesy Barrett-Jackson

## Buy low, sell high?

I wrote this while watching the 2003 Barrett-Jackson Auction in Scottsdale, Arizona. The event was big on outrageous American musclecars and large prewar American classics. The few British cars in the televised portion included the top car of the auction: a white Jag XKSS roadster that everyone thought would bring big bucks. All in all, the auction was quite entertaining, as were the Internet discussions after the fact.

### Automotive Day-Trading

I personally don't care much for auctions. I feel that they turn our revered artifacts into impersonal merchandise sold to folks who don't have the time or expertise to be us. While serving as editor of a now-long-forgotten publication, I attended auctions all over California. They seemed more like livestock shows but with car dealers tarting up



*Not all auction cars are show-ready. This Jag needed a paint job, interior, and top. It was bought by someone who understood how much work was necessary, and the price paid was fair.*



*Factory accessories can add thousands in value to a relatively standard model. This Triumph TR3 is fitted with a factory hardtop, fender skirts (Brits call 'em "spats"), wheel trim rings, boot-mounted luggage rack, and proper Lucas road lamps.*



questionable yet desirable old buckets to sell to one another. Effectively, they exchanged and redistributed the rolling stock, making a buck or two for everyone in the process.

When the prices fell in the early nineties, these "automotive day-traders" dropped out and let the hobbyists have the cars back for a few years.

British cars hadn't fared that badly. Classic Jags took a beating, but this was because they'd been bid up by amateurs who drove them so little that they never experienced the cost of proper maintenance—let alone a series of expensive repairs. Buyers got more realistic after the fall.

Most British marques didn't really shoot up in value in the eighties, so they didn't fall as far in the nineties. MGs and Triumphs always seemed to be enthusiasts' cars. Motorheads expect to do maintenance and actually enjoy adorning their steeds with personalized touches. Resale becomes less important than sheer enjoyment.

T-Series MGs were the first to go up, but that soon leveled off when new owners learned that stock examples were unsuited for today's traffic and modifying one hurt its value. Now the MGAs are going through the roof, and the supply of nice chrome-bumper MGBs has all but dried up.

This was the same time that

some people realized that most Triumphs were faster than the MG competition and right at home on U.S. freeways—especially with overdrive. As the universe of less-expensive Big Healeys shrunk to cars needing most everything, enthusiasts discovered that they could get a similar feel and acceleration in a very clean TR6 for one-third the money. TR7s became bargain-basement, entry-level roadsters. (The coupes are considered parts cars by some.) The TR8 is going up steadily because it adds a bit of musclecar sound and grunt but still is an unmistakable British sports car.

The Big Healeys went high, dropped a third, and have come back higher than ever. At Barrett-Jackson, a beauty of a tri-carb Healey four-seater with sidecurtains brought a top bid of only \$30K. It didn't sell. The color was considered the wrong shade of BRG, and the wire wheels—prettier and wider chromed Dayton—were incorrect. The top-buck cars have to be authentic and correct to a fault.

### Pro Resto

Today's professional auction houses are changing the way these events are done and eliminating much of the flim-flammery (real or perceived). Taking a page from the fine-art auction-house book, the auto auction companies do the authentication

and research before the auction, so a buyer is pretty much assured that he's buying the real thing. This can really make a difference.

Two British examples were the belle-of-the-ball Jaguar XKSS and a "brand new" 427 Cobra. The Jag turned out not to be one of the 11 rare factory cars (the plant burned down in 1957, ending production), but instead a less-rare D-Type racer that had been converted to street-going XKSS roadster spec years ago in the UK. So, it isn't quite a D-Type and not quite an XKSS. It didn't sell on the auction block. The bids came up to about 60% of what was expected—honestly presented and bid as high as people would for a somewhat-modified car with an interesting story.

The Cobra was brand-new and built with all rebuilt vintage original stuff like a correct 427-cube side-oiler Ford V-8 or authentically reproduced pieces to original spec. The body is hand-formed from aluminum. This car was registered as a 1966 with one of the "original issue" continuation chassis plates that was "found" unused, years later, by Carroll Shelby. Now 80 years old, Shelby himself was there on stage to authenticate the snarling roadster. It sold for \$260K, but a "real" sixties' AC Cobra would probably go in the \$400K range! This car probably won't drop much in value, has a good story, and still looks and drives like a Cobra.

Some professional restorers purposely build cars to sell at Barrett-Jackson's auctions. The "real" buyers are there, and the bright lights and cameras are on—no room for excuses. These cars are the best of the best, built by the best of the best. Any inadequacies and the bids just won't be there.

## Restoring For Auction

Hobbyists often wonder if they can make money on a garage restoration, sold at auction. This is hard for anyone who isn't skilled at bodywork and upholstery. Even with that, plan on making \$2.00 or less an hour when the time is finally calculated. Pros can do it because they've done the same restoration over and over and work

with other shops that will subcontract at wholesale because they do lots of work for the same restorer. That said, here are a few tips for the undaunted:

First, pick the right car: A Jag E-Type is a good example, as is a 1955-57 Chevy or a 1967-69 SS Camaro (see Barrett-Jackson recommendations below). Convertibles are best. Buy a car that is very popular and one that is easy to get parts for and easy to find subcontractors who have expertise in that particular car. This part is critical.

Then you have to find the right example. Always remember: The buy is more important than the sale. Best bet is a clean, rust-free car that is complete and running, but worn mechanically. It should look shabby, but not totaled. It should need paint, chrome, interior, and a top but still be all there. That way you don't have to do any expensive monocoque or chassis work. Mechanical components are all relatively cheap and easy to restore when compared to repairing rust and straightening frames. Try not to pay for anyone else's substandard restoration work that will have to be redone to a higher standard anyway.

A pro will know exactly what it will cost him because he's done it so many times. Pros often have a paid shop staff, and auction restos become "fill work" during slow times. The cost of labor becomes offset into the employees' daily wages. Often the subcontractors will do the same with their staffs; this allows for additional savings on the job. If these jobs are done "off the books" for cash, even more savings!

Pros always use the best materials. After all, a top-buck car has to look and feel like one—no compromise in quality means no excuses at sale time. If you find a buyer for your particular type of car, it has to be so good and so tastefully done that the buyer will say to himself, "This is such a nice car, and I was going to buy one like it anyway. Why not pay a bit more for this really nice one?" This is where auctions pay off. You get two or three guys who want this car and they can get caught up in the heat of the moment and bid the car up.



*Later Big Healeys have been the prime British movers for the last decade. They're fast, sexy, comfortable, and straightforward. A good-running example can be cosmetically restored in your garage if you have the expertise, and mechanical bits are easy to find. The main trick is to take your time and do each step right. For the home mechanic, look at a lot of them and buy the nicest one you can afford.*



*The MGB GT was introduced in 1966. As one of the first "hatchback" sportsters in the U.S., the GT offered a solid roof, more headroom, and usable luggage space in trade for open-air motoring. These cars cost more than a roadster to restore yet can be worth thousands less when sold.*

In the end, the car often won't bring as much profit as one might think. A really nice car can still cost a bundle to build, even with all of the time, experience, and shrewd dealing with subcontractors. Often restorers will do this for publicity to "troll" for new clients. Get your resto on Speed Channel's Barrett-Jackson coverage and the resulting international publicity could pay off over and over again! That's something you just can't go out and buy. 🇬🇧

### Barrett-Jackson Blue Chip Collector Cars

1962-68 XKE convertible  
1965-66 Mustang convertible  
1970-74 Plymouth  
Hemi Cuda coupe  
1957-58 DeSoto Adventurer conv.  
1955-57 Mercedes-Benz  
300SL Gullwing Coupe  
1963-65 AC Cobra 289

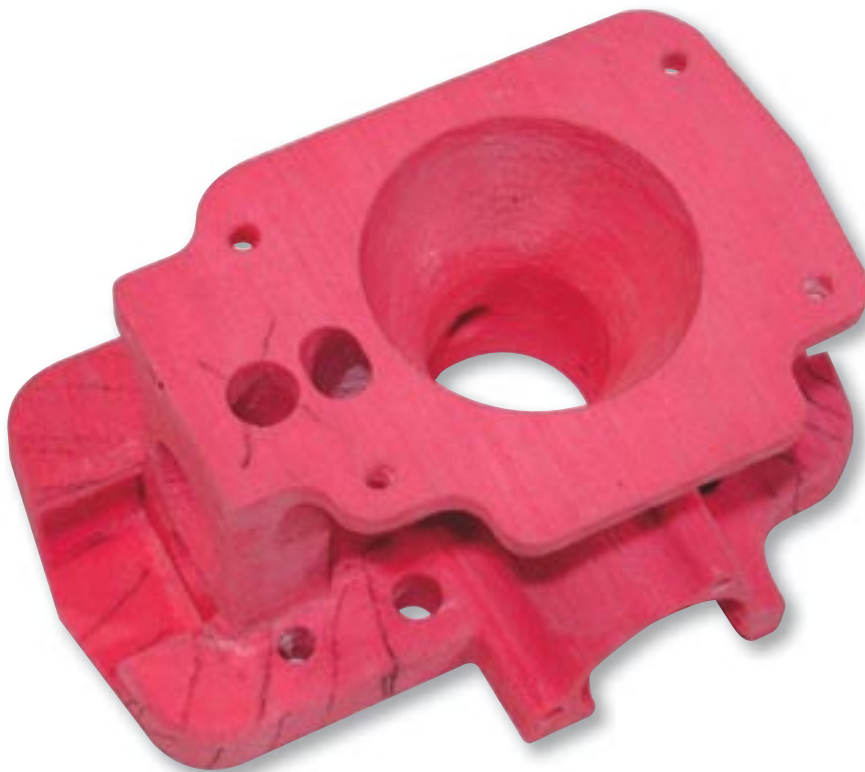
# EFI for MGBs?

**Ditch your carburetor for some trouble-free motoring!**

**By Leonard Emanuelson**  
Photos By Leonard Emanuelson

Without a doubt the biggest breakthrough in automotive technology in the last 50 years was the introduction of electronic fuel injection (EFI). It has enabled the auto industry to manufacture the most powerful and the cleanest-running engines ever offered in production vehicles. Not only are fuel-injected engines powerful, they drive much better than carbureted vehicles too. With EFI, a vehicle starts when you hit the key (without pumping the gas) and provides nearly instantaneous throttle response. Other advantages are lower emissions along with better fuel economy. Think of EFI as the engine's brain—it senses what's going on and compensates for weather and altitude conditions. The EFI "time warp" slaps you in the face every time you jump out of your modern car and into your vintage sports car. Maybe it'll start (if it's not too hot), maybe not.

Moss Motors' customers have been inquiring about EFI retrofit systems for years. Sure, there are those of you who wouldn't have your cantankerous vintage car any other way, but many British sports car owners would enjoy driving their cars more if they were a little more reliable and practical. For the last 18 months, Moss has been developing an affordable throttle-body-style EFI system for retrofitting Zenith Stromberg-equipped MGBs.



*The Moss throttle body was modeled using rapid-prototype equipment. This process builds a part directly from a blueprint. Final bore size is 34mm.*

The system shown here is in running-prototype form on a '79 MGB. It has already passed the California emissions certification and carries EO #A-2002-327. Production components are being sourced, and Moss EFI systems should be available in Spring '04 for '75-'80 MGBs. The target price will be approximately \$1,400 retail. (Moss plans to develop EFI systems for additional makes and models depending upon demand.)

Mark Luis, Product Development Manager, is the project manager in charge of developing the Moss EFI system. When asked about the hurdles he had to overcome in adapting EFI to the MG, Mark said, "Modern engines are designed for fuel injection. The basic MGB engine was essentially designed in the '30s and has quirky features like shared intake runners that affect idle quality and emissions. We didn't want to design a unique intake manifold because it would make the cost of the system prohibitive. Also, we wanted to retain the stock appearance of the engine as much as possible."

The final design is a single-throat throttle body that bolts directly to the stock intake manifold with no modifications. It has an OE-style bellcrank that accepts the MGB throttle cable, and the original air cleaner can be adapted to retain the original look.

The Moss EFI system has three major components: a 34mm throttle body, a wiring harness, and an ECU. Each component was designed from a clean sheet of paper. Advanced rapid-prototype tooling was used to make a model of the throttle body. Several sizes were tested from 32mm-38mm with 34mm showing the best results. The ECU was designed to stand alone without an O2 sensor to reduce the cost of the ECU and make installation simpler for the end user. The wiring harness locates the ECU in the passenger compartment and uses GM-style connectors, making installation a no-brainer.

From the beginning of the project, the goals were to provide MG owners with the drivability and reliability of EFI at a reasonable cost. Increasing horsepower was not one



*This close-up of the Moss throttle body bolted onto a stock MGB intake shows how clean the installation is. The throttle body has an OE-style bellcrank for the throttle linkage. Air cleaner is from a VW Golf with a K&N clamp-on filter.*



*Work in progress! The Moss ECU will be fastened up under the dash in the production models. No oxygen sensor was used to hold down the system's price and to make installation easier.*

of the objectives, although the Moss engineers picked up a few horsepower in the process. Fuel economy increased as well as low-speed smoothness.

If you want to jump in your MGB anytime, anywhere, hit the key and go, the Moss EFI is just what you are looking for. Please check the Moss website at [www.mossmotors.com](http://www.mossmotors.com) for updates. 



*A wiring harness connects the ECU to the throttle body and the car's electrical system. It uses GM-style connectors for ease of installation and extreme durability.*



*EFI Project Manager Mark Luis checks air-to-fuel ratio parameters. This EFI-equipped MGB drives like no other MGB you've ever driven!*

# British Cars Cause Auction Revolution

**\$90,000 Healey 3000 Mark IIIs?**

**\$25,000 MGTDs?**

**\$100,000 Jaguar E-Types?**



*TR4s from the sixties and TR6s from the seventies are enjoying their best-ever values among collectors. With extras such as wire wheels and the "surrey" cabriolet top, few can resist raising their hands for one of these in pristine condition.*

**By Phil Skinner**  
Photos By Phil Skinner

British sportscars have become one of the hottest segments in the car-collector world. Riding the crest of this wave are some old favorites: E-Type Jaguars (especially the later-edition Series I models) are hot, followed closely by Austin-Healey 3000s, including the Mark III/BJ8s. Models that were considered "entry-level" collectibles just a few years ago have even started to climb. For example, the MGTD and most Triumphs have almost doubled in value on the auction block over the past five years.

Americans have apparently discovered the joys of playing with

finicky Weber and Zenith-Stromberg carburetors, tracing the sources of excessive oil seepage, and trying to straighten out the often illogical woes encountered under the dashboard in the wiring and electrical components. Here's an overview of the cars that are commanding record prices.

## **Austin-Healey 3000**

The biggest news on the Pebble Beach peninsula last August was the \$90,000 paid for a pristine '65 3000 Mark III BN8 convertible. Finished in complimenting light blue metallic

paint with navy-blue leather seats and matching top, it was a flawless example of nut-and-bolt-restoration perfection. Despite a million-dollar Ferrari sale that same night, the biggest round of applause happened when the hammer came down at \$82,000, on top of which a 10% buyer's premium was added.

Several other 3000s auctioned last summer sported restorations that were just as sharp. Bid prices ranged from \$45,000 to \$55,000, which is still a handsome sum and reason to adjust the value guides. As time and the workmanship both go up the ladder, it may be just a matter of time before these cars top the \$100,000 mark.

## **Austin-Healey Bugeye**

"Bugeye" Sprites from the late 1950s and early 1960s are enjoying strong market success. Their unique looks make them favorites with collectors who don't fit the normal hardcore British car-fan mold. Ease of operation and maintenance have also helped this simple and fun little car gain in popularity. Auction prices were generally around the \$10,000 mark, even for examples that weren't 100% perfection. One of these little jewels in pristine condition was bid to



*Bugeyes selling for \$30,000? It might happen.*



*The best British bang for your buck these days is possibly the Mk II Sprites, especially ones built in the late-sixties.*



*Alloy-bodied roadsters are the most sought-after XK120s, but even the later XK140s are starting to rise in collector interest and value.*



*Early XK roadsters have become very expensive, but some bargains can still be found with the Fixed Head Coupes, especially the later XK150s.*



\$15,500, only to have the offer turned down. Like the bigger 3000s and even the earlier 100-4 and 100-6 roadsters, these Bugeyes are finding a wider interest in today's market. They don't appeal to just bargain-hunters, but to those who enjoy the ultimate in a sporty compact.

### Jaguar XK120/XK150

If Rolls-Royce had made a pure sports car, it probably would've been on par with the original XK120. Coventry craftsmen created these living legends that today are considered mechanical jewels. Quality is the word that drives these cars, both when they were new and now with several dedicated restorers who've recaptured the original skill and art that created these special cars. While cars fitted with the early alloy bodies have enjoyed values and auction prices well above the \$100,000 mark for quite some time, even non-perfect examples clad in steel are regularly attracting prices approaching \$100,000.

While the standard models are comfortable in the \$55,000-\$65,000 range, those equipped with the 180-HP "SE" package command a strong price, as do other extras such as factory fender shields and the knock-off wire wheels. This year at Christie's Pebble Beach sale a splendid XK120 SE roadster attracted a \$75,000 bid, which wasn't enough to pry it loose from its consignor.

XK140s haven't enjoyed the same spectacular rise in values. However, those equipped with the "MC" package with its 20 extra horses do command a premium. Bids of \$60,000-\$75,000 have been seen for near-concours-quality roadsters, with the drop-head and fixed-head coupes trailing behind.

### Jaguar E-Types

E-Types have become so popular that finding nice examples in the private sector is becoming increasingly difficult. Those who own one of these sleek time-machines are usually more in love with them than their own pets and quite possibly their spouses. E-Types have been in shorter supply than their demands.

Early production cars, such as those with flat floors and side-latch bonnets, have surprisingly lingered behind the values posted by the later Series I/3.8L and 4.2L roadsters. The late-eighties' bubble burst open in 1990, and many who'd jumped on the E-Type bandwagon for investment purposes got burned.

Today, E-Types have bounced back to where they were 13-14 years ago. Putting inflation into the equation, concours-quality examples trading hands today in the \$100,000 range can still be considered a bargain compared to those halcyon days. As evidence, a 1964 Series I roadster with the 3.8L six was called sold with a bid of \$99,000 (plus the 10% commission), while a 1966 Series I with the larger 4.2L six traded hands with a bid of \$92,000 before the premium was added. A 1964 roadster was called sold for a bid of \$93,000 with a hefty premium of 17.5% added on. All of these cars were ready for the show field and all too nice to be driven. Roadworthy examples, those rated in number 2 or 3 condition, are in the \$30,000-\$50,000 range for open models and about half this value for the coupes.

The Series III V-12 models are bargains by comparison. While concours-quality roadsters are approaching the \$50,000 level on the block, some real deals can be found if you don't mind the 2+2 coupe, generally seen around the \$20,000 range. Don't be afraid to get your knees dirty poking around the undercarriages of these cars. Things have a tendency to be glossed over by some restoration shops.

### Triumph TR4/TR6


While the earlier TR2 and TR3 roadsters are enjoying a renewed cycle of interest that puts them in just about the same category as the Bugeye Sprite, the larger, more powerful, later models have seen a number of new fans switching to British-car fever. Decent examples are still very affordable: TR4s trade hands in the \$11,000-\$13,000 range, while later TR6s can command a healthy sum when in prime condition. Prices in

excess of \$20,000 have been seen for both of these models in recent months, but only when in near-perfect condition or well preserved with low miles. At the McCormick Collector Car Auction held in Palm Springs, examples of both of these cars were on hand. A very sharp driver TR4 was called sold for a reasonable bid of \$11,250, while a very low-mileage TR6 in bright green was a close-sale when the bidding ran out at \$21,000!

For pure enjoyment on a budget, these are just some of the cars to watch and enjoy, but there are others.

### Brit-Cetera

Other British cars have been on the rise over the past few months. MGAs, especially the later 1600 and Mark II editions, are seeing strong increases in the market, with coupes catching up and in some cases passing the open-air roadsters. Later MGBs have also started to find interest and are about the last sub-\$5,000 British sports car on the market for a presentable example at least.

As 2004 dawns, British sports cars are on the threshold of breaking new territory in prices and conditions. 



*E-Type Jags are some of the fastest-rising stars in the collector-car world. Series I cars with the bigger engines and the knock-off wire wheels are particularly coveted.*



*The MGTD is possibly the most-beloved British sports car. Prices have been moving upward, but even top-dollar examples can be found under the \$20,000 mark.*

# Blue & Bad!

**Terry Baker's smooth '57 MGA captured the 2000 VARA Overall Championship. Here's what makes it tick.**

**By Leonard Emanuelson  
Photos By Leonard Emanuelson**



*Terry Baker loves attending VARA races and driving his MGA. Previous owner and builder Ron Hladka is pleased that the car has found a suitable home.*

In 1996 Terry Baker attended a vintage sportscar race with his nephews, and they promptly decided that the three of them would race the following year. Terry knew that the best way to shortcut the process was to buy an existing racecar. He spotted this sleek blue MGA that was built and being raced by Ron Hladka and made him an offer he couldn't refuse. As you can see from these photos, Ron is a superb fabricator who put together one of the cleanest and fastest E/Production cars on the VARA circuit. What is truly unique is that all of the race modifications are bolt-on, so the car can be preserved and put back to stock. For now, Terry is having none of that: He's having too much fun dueling with his primary nemesis—a hoard of blazingly fast Triumphs.

This MGA's inherently beautiful lines have been enhanced with a Ron Hlada hand-formed aluminum lower front valance and a tonneau cover. A set of Mini Lite-style wheels fitted with Hoosier 205/60R14 Street TDs give a purposeful look, as do the well-braced rollbar and contoured Plexiglas windscreen. The Powder Blue finish is show-car quality.

Terry gives Hlada high praise for the chassis setup, which uses tube shocks in place of the lever-type and later-model MGA front disc brakes with Porterfield pads. He says that it handles very well for a solid-axle car and manages to hold its own against the more sophisticated independent-suspended Triumphs.

One place Terry has put his

own mark on the MGA is in the engine compartment. According to VARA classifications, MGAs with standard 1600cc engines compete in F/Production. Terry has switched to a late-model MGB 1800cc engine with five main bearings. It moves him up to E/P, but the "B" engine is more reliable and makes more power. Due to some valve problems, though (the stock-style welded two-piece valves have been coming apart), Terry has built a few more motors than he'd planned on. The current one has been bored .020-inch oversize and is fitted with flat-top pistons. The crankshaft has been cross-drilled and polished and swings prepared production rods.

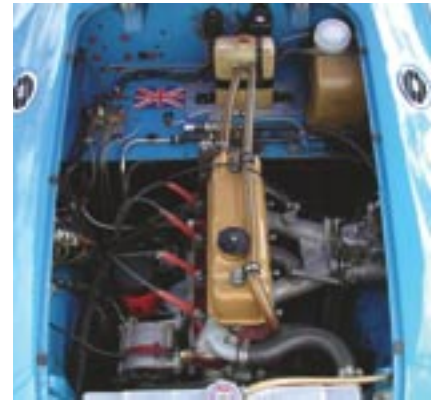
Terry installed an APT VP-16 cam that makes power between 3,500 and 6,500rpm. He tries to shift the MGB close-ratio gearbox by 7,000rpm. The cylinder head has been modified with larger, one-piece billet valves (hopefully to keep the valveheads from falling off). A Weber 45mm sidedraft carb bolts to a Cannon intake manifold. Exhaust gases are routed by a Hladka custom-built header. The lightweight aluminum flywheel kicks out approximately 120hp to the rear wheels. Another change that



*In spite of the MGA's antiquated suspension, it is very balanced and provides consistent lap times and finishes.*



The hand-formed aluminum front valance and tonneau cover are visible here. Powder Blue finish has no scars from the heat of battle.



The level of race preparation is evident in the engine compartment. Terry Baker built this late-model MGB 1800cc engine to produce in excess of 120hp.



Terry and the MGA have enjoyed much VARA E/Production success.



The hand-formed curved-alloy dash holds MGB gauges. A Mota-Lita wood wheel guides the 1,750-pound racer around the course.

Terry has made since having a few engine failures is an MSD rev limiter connected to the Aldan distributor.

Other details for this winning setup include an oil cooler, an 8-gallon fuel cell, and a Holley electric fuel pump that is regulated to 4.5psi at the carb. The MGA rear is fitted with a 4.33-ratio locking differential for most tracks and a welded set of 3.90s for the longer tracks such as Willow Springs.

What initially attracted us to Terry's "A" was the attention to detail, like the hand-formed curved dash with MGB instruments. The Moto-Lita steering wheel looks period-correct, and the functional safety equipment such as the on-board fire system and Ultra Shield seat are serious race gear.

A couple years after getting the car, Terry won the 1999 VARA E/Production Championships and repeated again in 2000, also taking the Overall Championship. For 2004, you might see Terry's #64 in the winner's circle more often as VARA has relegated many of the Triumphs to D/Production. Regardless of his finishing position, Terry will be grinning all the way to the finish line. 🇬🇧

# CarMart

## AUSTIN-HEALEY



**'59 100-6:** Frame-off, nut/bolt restoration, all new interior (blue leather), rechromed, wheels, tires, wiring harness, photos/invoices verify, 99% completed, British Heritage certificate. Asking \$16,900, (410) 643-0535, MD.

## MG



**'51 MGTD:** Classic, right-hand drive, older restoration, beautiful show car & winner, silver-grey ext., black & grey int., new top, badge bar, Moss fold-down luggage rack, wicker basket, towbar w/towing lights plus many more extras, 1 owner for the last 20 years. Best offer over \$16,000, (702) 658-8195, NV.

**'52 MGTD:** Red, black interior, completely refurbished before it was purchased, exc. cond., 43K actual miles. Asking \$18,500, (219) 462-9077, IN.



**'54 TF:** Original red/tan interior, restored approx. 6 years ago, car in beautiful cond., always garaged, runs perfectly, good tires, battery, new tonneau, photographs avail. \$17,500, jjswayne@msn.com, (760) 772-7635, CA.



**'57 MGA Roadster:** 4-year resto 90% complete, new paint (BRG), new top, carpet, tires, windshield, many other parts rebuilt or replaced, runs great. \$8950 OBO, (606) 742-2612, KY.



**'67 MGB GT EP Vintage Racer:** Raced VARA 1 season (6 races), very fast and competitive, mechanical rebuilt, many trick upgrades completed, owned since '68, 68K on chassis, black CA plate, # match, all safety equipment, dark BRG, some spares incl. 1 trans, contact for build sheet (too many cars). \$15,000/reasonable offer, tccrra@aol.com, (626) 379-3737, CA.



**'71 MBG GT:** BRG, 133K miles, original owner and parts, exc. cond. MG, floor mats, new tires, 2 brand-new batteries, only routine maintenance w/records, own a chunk of history. \$5,900, (909) 949-4448, CA.

All private-party classified ads are \$25 per car, photo included. Please send ad, photo, and remittance to Car Mart, British Motoring, 440 Rutherford St., Goleta, CA 93117. Please limit text to 30 words or less and include an asking price. If paying by credit card, please include account number and expiration date. Non-returnable photo requirements: print or slide (preferably color) or a print-quality digital image on disc or CD at a minimum three megapixels (2048x1536 pixels or 5x7 inches @ 300 dpi), TIFF, Photoshop (PSD), JPEG, or EPS formats (no GIFs, please). All submissions must be received for the next issue by February 18, 2004. Cars only, no parts. For exporter and dealer advertising information, please call (805) 529-1923 x203.



**'79 MG Midget:** Recently restored, less than 50 miles on rebuilt engine, new red paint, lots of extras. Spent over \$8,000, will sell for \$5,000 OBO, (205) 664-4112, AL.

**'79 MGB:** Very clean, garaged, red, new windshield, top, tires, paint, no dents or rust, new mirrors, sunvisors, radio & speakers, exhaust, washer motor, wipers, master cylinder. \$4,500, (909) 672-6048, CA.



**'79 MGB:** new top, tires, cassette radio, carpet, cover, condition 2, restored original, invoices available. Asking \$6,000, (806) 799-5893, TX.



**'80 MGB Limited Edition:** 62K miles, exc. cond., no rust, dual carb conversion, new brakelines & components front & rear, always garaged, same owner last 20 years. \$7,500, (561) 968-8427, FL.

**TRIUMPH**



**'57 TR3:** 49,294 total miles, only 18 miles since total rebuild of engine and carbs, has hardtop, softtop, tonneau, boot, new Moss cockpit cover, all receipts. \$12,500, (949) 706-3084, CA.



**'73 Spitfire:** 3-year restoration, have all receipts, new top, dash, seats, etc., garaged, manuals and books, let's go for a drive. \$7,000, (740) 534-0932, OH.



**'74 TR6:** California car, 49K miles, new tires, painted 3 years ago, new int., new battery, misc. new parts, new muffler, needs new top, must sell due to medical cond. \$9,000 OBO, (661) 547-3830, CA.



**'76 TR6:** Yellow, 73K orig. miles, interior and exterior flawless, new SS exhaust & clutch installed 5/03, orig. softtop, boot & tonneau, car needs absolutely nothing. \$14,000, bungalow3@optonline.net, (973) 537-9144, NJ.

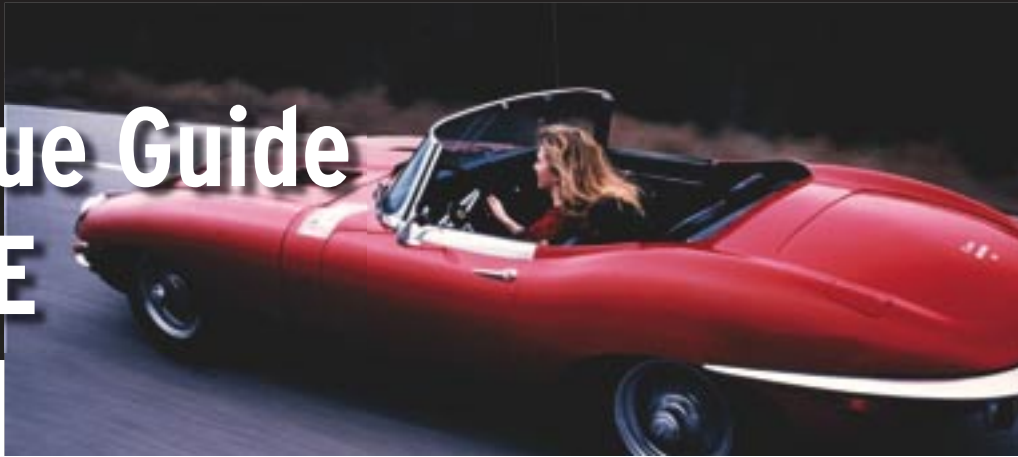
**MORGAN**



**'63 +4:** Original 72K+ miles, paint restored to original colors, new wiring, new top, sliding side curtains, complete engine overhaul, always garaged, car in great cond. \$27,000 OBO, hodel111@aol.com, (770) 436-1667, GA. 🇬🇧

# British Value Guide

## Jaguar XKE



By Rick Feibusch

Jaguar wowed the world when it introduced its new DOHC six to the public in 1948, displayed in a prototype body they called the XK120. The car was sleek, the car was low, and the public went wild!

As the years went on, the sporting Cats became more domesticated with increased interior comfort, bigger bumpers, and roll-up side windows. While Jaguars were constantly being mechanically updated and were consistent winners on the track, in America they were perceived more as high-performance country-club status symbols. The newer models reflected the American tastes more and more each year—the factory even offered an optional Borg-Warner automatic transmissions. The most sporting of Jags began to resemble two-passenger luxury cars.

When the XKE was introduced in 1961, the world realized that Jag had scooped the rest of the sportscar world once again. While the tried-and-true XK six had become more powerful and dependable over the years, it still was almost incidental to the amazing new body shape. With its long, low profile, pointed nose, glass-enclosed headlamps, and short, tapering tail, the sensational E-Type set the pace for sportscar styling and design for the

next two decades.

The styling was a stretched-out style adaptation of the sleek-looking, D-Type race cars that took the major European races by storm in the mid-1950s. On the E-Type, the wheelbase was lengthened to allow more interior space, and the front and rear overhang was extended to visually compliment the additional length. It couldn't have come out better. The coupe was actually prettier than the roadster. (But to some of us, it just ain't a sportscar if the top don't go down!)

### Good Points

The XKE is one of the most drivable/comfortable classic sportscars. Aside from being a bit cumbersome around town in traffic, E-Types drive and handle as good as they look. Even at today's prices, they continue the Jaguar tradition of great value for the money. During the millennium-change automotive honors, the E-Type was in everybody's Top Ten list and always near the top in the Best Looking category. A true legend!

### Bad Points

E-Types are expensive to repair and restore. Restorers generally agree that rebuilding the monocoque chassis

costs four times more than fixing the mechanicals. A complete, correct restoration can cost well over \$40,000. Coupes and 2+2s actually cost more than roadsters to restore because they require more paint and interior work, yet the hardtop is worth about 30% less than a roadster. Many of the cars that are now unrestored need a lot of work—that's why the price of project cars has remained level.

### Values

There are three series to consider. Series I (1961-67) have 3.8L sixes and glass-covered headlamps. They only come as coupes and roadsters. These are considered the most beautiful and most desirable. Very early examples have a flat rather than a recessed floor. In 1964, a 4.2L engine and full synchro gearbox were added. The 2+2 model, with a higher top and fold-down back seat, was introduced in 1966.

Neil Jaffe of Chequered Flag International in Marina del Rey, California, contends, "For a long time, an early car with the 3.8 engine, Moss gearbox, and the aluminum dash was the Holy Grail of Jag collectors. Premium prices were paid for the earliest 'flat-floor' models with the external bonnet release. Today, it is more about drivability. The later Series I 4.2L cars have better gearboxes, brakes, and seating comfort fitted to cars still equipped with three carbs, covered headlamps, and toggle switches. All fall into the same price category, but there is little difference between models." Neil thinks that the sleeper in the whole bunch is the 1966 2+2 with a stick. All of the cool stuff and all of the driving fun of a real E-Type for well under \$20,000!

He considers the early Series I-1/2

### ESTIMATED PRICES

Model	Project	Running	Good	Excellent	Concours
Series I Roadster	\$16,000	\$25,000	\$32,000	\$40,000	\$50,000
Series I FHC	\$10,000	\$16,000	\$22,000	\$27,000	\$34,000
Series I 2+2	\$4,000	\$6,000	\$9,000	\$12,000	\$18,000
Series II Roadster	\$16,000	\$25,000	\$30,000	\$36,000	\$40,000
Series II FHC	\$10,000	\$16,000	\$22,000	\$28,000	\$35,000
Series II 2+2	\$4,000	\$6,000	\$9,000	\$12,000	\$18,000
Series III Roadster	\$15,000	\$22,000	\$28,000	\$35,000	\$45,000
Series III 2+2	\$8,000	\$11,000	\$14,000	\$20,000	\$25,000

Deduct \$2,500 for automatic transmission and \$1,500 for disc wheels. Add \$3,000 for factory hardtop for roadsters.


cars (mid-1967 to mid-1968) to be a good value right now: "They have all of the good Series I details except the enclosed headlights and comparatively cost a bit less. The Series I 1/2 cars sort of 'morphed' into Series II cars at the end of 1967 production, and these transition cars are worth about the same as a Series II."

The Series II (1967-71) used the 4.2L engine, and the 2+2 version had an optional automatic trans option for the American market. The U.S. market also dictated the exposed headlights, sidelights, and a number of unwelcome smog and safety additions that sort of legislated the E-Type out

of the Jags. Neil says that these have become the "most drivable" of E-Types because of the twin cooling fans and detuned engine mated to more reasonable prices.

The Series III cars (1971-74) were a near total redesign. The shorter-wheelbase chassis was discontinued, and the roadster was stretched onto the longer 2+2 floorpan. The two-passenger coupe was discontinued. The incredibly smooth but fussy V-12 engine was slipped under the bonnet, and for the first time the automatic was available in the roadster. Neil says, "The perception of V-12 value went up with the Ferraris; today, people

are a bit more practical. These are still great cars with a unique charm but can cost \$10,000 to repair after a simple overheating. People became very concerned about the fragility of the engine, and it has shown in the values."

The 2+2 models have a unique following but not much value. Except for fantastic examples of either very early cars or the latest V-12s with stick shifts that could get as high as \$25K, most are in the "less than ten grand" category. Try to find a nice one. Neil says, "Remember, it costs almost the same to restore any E-Type. Always consider the more popular model." 

# 2004 Event Calendar

## JANUARY

1/2-1/4: Kruse International Collector Car Auction, Fort Lauderdale, FL (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

1/17: RM Vintage Motor Cars Auction, Phoenix, AZ (800) 211-4371, [www.rmauctions.com](http://www.rmauctions.com)

1/21-1/25: Barrett-Jackson Classic Car Auction, Scottsdale, AZ (480) 421-6694, [www.barrett-jackson.com](http://www.barrett-jackson.com)

1/28-2/1: Kruse International Collector Car Auction, Scottsdale, AZ (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

## FEBRUARY

2/7-2/8: Silver Classic Car Auction, Puyallup, WA (800) 255-4485, [www.silverauctions.com](http://www.silverauctions.com)

2/7-2/9: RM Classic Car Auction, Boca Raton, FL (800) 211-4371, [www.rmauctions.com](http://www.rmauctions.com)

2/16-2/19: Silver Classic Car Auction, Fort McDowell, AZ (800) 255-4485, [www.silverauctions.com](http://www.silverauctions.com)

2/20-2/22: Kruse International Collector Car Auction, Oklahoma City, OK (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

2/26-2/29: Kruse International Vintage Car Auction, Atlantic City, NJ (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

## MARCH

3/7: Wheels of Britain, Phoenix, AZ, [koolkatz@qwest.net](mailto:koolkatz@qwest.net)

3/8: RM Vintage Car Auction, Amelia Island, FL (800) 211-4371, [www.rmauctions.com](http://www.rmauctions.com)

3/12-3/14: Jaguar Owners Club General Meeting, Long Beach, CA, Judy Graven (323) 257-9991, [lsgjag@earthlink.net](mailto:lsgjag@earthlink.net), <http://lajagclub.com>

3/18-3/21: Barrett-Jackson Classic Car Auction, Palm Beach, FL, (480) 421-6694, [www.barrett-jackson.com](http://www.barrett-jackson.com)

3/20: British Car Day & Jaguar Concours d'Elegance, New Orleans, LA, Bill Brithof (504) 288-4019, [www.bmcno.org](http://www.bmcno.org)

3/20-3/21: Missouri Endurance Rally, St. Louis, MO, Robert Rushi (314) 995-8664, [mgslime@swbell.net](mailto:mgslime@swbell.net)

3/21: All British Car Club Spring Fling X, Lake Helen, FL, Bob Storke, (386) 917-0235, [rstorke@cfl.rr.com](mailto:rstorke@cfl.rr.com), [www.volusiabritishcars.com](http://www.volusiabritishcars.com)

3/26-3/27: Kruse International Collector Car Auction, Seattle, WA (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

3/27-3/28: Kruse International Collector Car Auction, Ft. Myers, FL (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

## APRIL

4/3-4/4: Kruse International Collector Car Auction, Hot Springs, AR (800) 968-4444, [www.kruseinternational.com](http://www.kruseinternational.com)

4/4-4/6: RM Classic Car Auction, Toronto, Canada (800) 211-4371, [www.rmauctions.com](http://www.rmauctions.com)

4/12: RM Vintage Car Auction, Andreas, PA (800) 211-4371, [www.rmauctions.com](http://www.rmauctions.com)

4/17-4/18: British Euro Auto Tour, Phoenix AZ, [koolkatz@qwest.net](mailto:koolkatz@qwest.net), [www.beataz.com](http://www.beataz.com)

4/25: All British Swap Meet, Portland, OR, Tim Foren (503) 287-2024, <http://home.earthlink.net/~clubtmg>

## Event Submissions

Please send us your event announcements. Include event name, dates, location, sponsoring club, contact person, and all applicable contact information (telephone numbers, email address, web-page URL.) We also welcome photos of your previous events. Please email the highest-possible-resolution digital images or send color prints or slides to

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## Deadlines

Spring 2004 issue:  
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# San Diego British Car Day

More than 500 cars and 4,500 people descend on a horse farm

By Steve Kirby  
Photos By Steve Kirby

The 24th annual San Diego British Car Day, presented by the San Diego British Car Club Council and Home Town Buffet, was bigger and better than ever this year. It attracted an impressive array of over 500 British cars and more than 4,500 proud owners, their guests, and delighted



spectators to Fairbrook Farms in Bonsall, California. The end result of all these efforts was

an enjoyable outing for a lot of happy campers and a generous donation to three local children's charities.

Throughout the day, there was something for everyone at the show. The field was awash with classic British gems, including a Scarab, an '33 Austin 7, an Austin A40, an Elva, a Hillman Minx, a '34 3-litre Bentley, a Peerless GT, a 1939 Lagonda V12, and a Daimler SP250. Home Town Buffet barbecued lunch, a raffle offered a chance to win wonderful prizes, souvenir vendors sold their wares, a swap meet was packed with hard-to-find parts, and bagpipers entertained the crowd.

Car-show judging is done by popular choice for each marque, with trophies awarded. Best of Show, Best Picnic, Best Beater, and Best Club Display are also acknowledged with beautiful trophies. This year's Best of Show went to Jack Rabell and his beautiful black 1954 XK120 Fixed Head Coupe.

Thanks to San Diego's active and enthusiastic British car community, British Car Day is becoming a regional event. The 25th anniversary event is already set for October 3, 2004. See the Council's website at [www.sandiegobritishcarday.org](http://www.sandiegobritishcarday.org) for more information. 🇬🇧



Mini was this year's honoured marque. More than 60 examples new and old were at the show.



Morgan SuperSport 3-wheelers are always fan favourites.



Opening up the cowls at speeds above 40 mph induces negative lift in this Morgan.



Morgans of all pedigrees were prevalent at the show.